Full Particulars, Incidents, &c., of the Accident.

Official Report of the Coroner's Inquest.

The Pacific express train, with two enace and sleeper, due here at 5:30, p. m., on Friday last, reached the bridge near the station at about 7 o'clock. Both engines were at the front, and the leading one just cleared the west bank sufficiently for the engineer-Dan M'Guire-to open the throttle and by a full head of steam, to break the shackle between his tender and the other engine, and save himself, engine and ander. The other engine fell with the bridge, and the rest of the train was drawn after them. Folsom, the engineer of this engine, escaped with little injury. Con-

ductor Henn and the news agent got out without serious injury. The bridge was an fron trestle, 155 feet long, with a large amount of material in it, and the plunge was 70 ft, to the surface of the water. The reports of the number of passengers are various-ranging from 171 adults, besides children; as given by the railroad officials, to the number estimated by escaped pasmagers and others of 300 or 850, or more. The sampler of saved ranges according to stimute at some to or 80. The number of remains recovered is about forty. The scene was a terrific one, and the con-

fusion too great for the compass of human thought. A telegram was sent up town and the alarm given, but such was the violence of the storm that many failed to hear it, and the only evidence of anything unusual was the lighting up of the heavens by a fire that seemed, from the village, to be at the Harbor. The terrible shock of the 70 ft. fall must have paralyzed every soul, and where the strike was on the end, everything must have gone down into an indiscriminate mass. Of course here was material for the flames, which soon broke out, and burned without hindrance, except so far as it could be effected with buckets, which were of but little avail. All that was combustible was soon consumed. How many disabled passengers shared this fate, cannot be told with any accuracy. The occasion was one well calculated to bring into exercise every impulse of humanity, and our citizens put forth every effort to relieve the unfortunate sufferers, and not a few hazarded even their own lives by working in the water, to afford that relief, notwithstanding the severity of the weather; some were wet to the middle, and remained in that condition for hours.

The living were distributed about the neighborhood and found comfortable quarters in both public and private houses. The morning revealed the ruins-almost quenched of fire, except in such express packages as were too tightly packed to admit of anything but slow and smouldering -mostly of rod and rail form, but more or less of all varieties and shapes, and mixed with parts and parcels of half consumed

The work of getting out the bodies was of course slow, as they were almost wholly in the water and under the debris, and only the lighter portion of the wrecked material could be lifted and removed. They were much burned, in most cases the limbs were burned off, and where the heads and faces were left, they were hardly less sickening in appearance, from discoloration and distortion of feature. We noticed one body that was entire, of a genteel mold-a young man of handerne features, of the Roman type, with the plack hair, fair complexion and healthful ruddiness of cheeks. Upon his left hand, which was thrown out from the body, showed a handsome gold ring. The bodies were generally unrecognizable; they were deposited in wooden boxes, made for the purpose, and removed to the freight house of the company. We learned that some 28 were taken out during Saturday. None thus far, were identified, although there were two, at least, of our own well known citizens. These were Mr. George Kepler, the head of the Erie store, and Mr. A. H. Stockwell. itinerant tobacco merebant. Some of those taken out alive died while being conveyed to places of shelter. The difficulty of getting them up the steep and rugged bank of about 70 ft., deeply covered with snow, must have been very great. This, however, was only true of one side of the bridge and fire. On the other was a long flight of steps, so covered with trodden snow as to make the tread quite difficult and uncertain, and rendering the labor of carry-

dend-the mother likely to recover. The available force of the company wa brought into scrive service under the direction of Mr. Agent Strong, Mayor Hege burn and Chief Enapp and the are department-Lake Erie being on the spot, and Protection and the steamer Neptune and hose cart reached the spot, but, though the facilities were sufficient for putting out. the fire, none of these were used, but as al-

ing the wounded tedious and slow. A wo-

man, with a dislocated shoulder, and ad-

vanced in prognancy, soon after being tak-

en care of, gave birth to a child-since

Physicians were hurried to the assist ance of the wounded from the immediate vicinity, and as soon as practicable brought from more distant points, and those were again added to by a special train from Cleveland, bringing also the officials of the

company and an additional working force. When the news of the disaster was flashed over the country upon the wires, every line was put to its utmost capacity, and the friends of those known to have been etrain gathered in considerable numbers all apprehension and anxiety to learn of their sale. All day Sunday, the gathering was increased in numbers. The removal of the debris was much facilitated

by the use of horse power, Monday and Tuesday were spent as the two days previous—in removing the debris, but hardly any more remains were found on the latter day. So much of the confused mass had been gotten out that the water had to a considerable extent become clear, and the ice and other floating material, was given a passage down the stream by opening sluices. The clearness of the water-some 11/2 to 2 ft. deep-was sufficient to see the bottom, and thus make the re-

searches quite perfect. The identified remains were taken by friends and removed. The wounded were being attended to by the physicians, and the ladies of the village were active in furnishing such restoratives and delicacies as

The following is a list of the dead that the ladies of the village were active in furnishing such restoratives and delicacies as

The following is a list of the dead that the calamity, and the fact of the men with passes—Mr. Reed, and our billimself to stand upon the engine, where poster, Mr. Chittenden—and the newsboy the work was done, without being lashed.

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There was but one Express Messenger so

the character of the company for thoroughness and promptness, forbids the idea of eglect or want of care. What the result of the severe cold weather may have been upon the iron, is a matter of speculation. Iron as a meterial for bridges, has come to be suspected, and the hope is that as soon as the season will warrant, that the compa- L. C. Crain. ny will proceed to throw an arch across this chasm and fill with stone and earth, and furnish the only safe and durable railroad bridge yet adopted.

Mr. Henn, the conductor of the train was one of the saved, so also was the news agent, though with some bruises. From a conversation with him, one of our reporters learned that the train was a full one; one of the passengers also informed us that four of the cars that he had occasion to pass through, were well filled. Dan M'-Guire is the name of the engineer who saved himself and engine by opening the

throttle valve; and Folsom that of the engineer of the second engine, who went down with his engine and was severely injured, but has been taken to his home in

H. L. Tomlinson, Bridgeport, Ct., arm and leg badly injured.

J. M. Martin, East Avon, N. Y., ribs broken; his wife badly hurt, but expected to recover; his son severely, and his daughter slightly injured. Mrs. Martin gave birth to a child Saturday morning, which will probably live.

Geo. M. Reed, Supt. of bridges, L. S. & M. S. Ry., Cleveland, O., slightly hurt about neck and shoulders. Charles C. Rickard, Biddeford, Me., burt

n head, arm and leg. Mrs. Frank Eastman, Rochester, N. Y. riously, if not fatally injured. Alexander Monroe, Somerville, Mass.

g broken and severe contusions on skull. J. B. Hazeiton, Charleston, Ill., probably fatally injured. Frank L. Collier, Elmira, N. Y., danger ous injuries on spine and hip.

Walter Hayes, Lexington, Ky., face hadly samshed and leg broken Victor Nusbaum, Cleveland, O., fatally

Thomas C. Wright, Nashville, Tenn., light injuries on spine and hip. J. W. Lobdell, Troy, N. Y., internal and

probably fatal injuries. Mrs. Mary Frame, Rochester, N. Y. probably fatal injuries. One of her children was with her, and killed, the other

Charles Patterson, unable to tell residence, injuries probably fatal. Charles S. Carter, Brooklyn, N. Y., in juried slightly on back and hip.

C. E. Jones, Beloit, Wis., slightly bruis-J. M. Mowry, Hartford, Conn., ribs broken and badly cut on head and bruised

Louis Bochatay, Kent's Plain, Ct., inured in hip and head, severely. Peter Levenbroe, Cleveland, fireman of engine Columbia, which went down, burt

in head and shoulders P. B. Lewellen, Parker, Ill., severely inured on head and face, hip slightly bruis-

Jas. W. Dean, Parker, Ill., slightly in jured on head and right hip. Thos. J. Jackson, Waterbury, Ct., se verely hurt in back and head.

Alfr. d. H. Parslow of Wood's Museum Chicago, badly burt on left shoulder and Andrew Gibson, near Carey, Wyandotte

O., hurt on head and neck C. De Maranville, Albany, N. Y., injured on head and stomach. J. E. Rurchell Chicago III slightly in

Henry W. Shepard, Brooklyn, N. Y. leg smashed and amputated above ancle. Mrs. Minerva Bingham, Chicago, Ill. left leg broken and back badly burt. G. D. Folsom, Cleveland, O., engineer of

the Columbia, right leg broken and head

Wm. B. Sanderson, Me., slightly bruis-Mabel Arnold, girl, North Adams, Mass. slightly bruised on head and side.

F. Osborn, Tecumseh, Mich., hurt in head, back and shoulders; his brother Richard on the train, and supposed to be Robt. Monroe, Rutland, Mass., injuries

on head, breast and legs. H. L. Brewster, Milwaukee, slight in

Richard Harold, Cincinnati, O., burt on hin, back and ankle. W. H. Vosburgh, Buffalo, N. Y., rib

Edward Trueworthy, Oakland, Cal., ribs broken and head cut and bruised; his mother, Mrs. Emeline Trueworthy, and his sister, Mrs. Coffin, were on the train, and supposed to be lost.

Mrs. T. A. Davis, Kokoma, Ind., unin Joseph A. Thompson, Oakland, Cal.-Welsh-slightly injured about the head.

A. Burnham, Milwaukee, scalp wound

H. D. Champlain, Cleveland, injuries on Dr. C. A. Griswold, Fulton, Ill., not se

lously injured. H. Tilden, Gen. Supt. water works, L. S. & M. S. Ry., badly hurt on hip and ibly informed assert their earnest wish to Mrs. W. H. Lew, Rochester, N. Y., fell

head first through car window; but slight-Bernard Sawver, Chesterfield, Essex Co. N. Y.; hurt on back and internally.

A. Maillard, San Rafael, Cal.; hurt on back and head, not seriously,

A. E. Hewitt, Bridgeport, Ct.; not seriously injured. J. C. Earle, Chicago Gen. Agt. Ancho

Line Steamship Co.; slightly wounded. D. H. Clark, Westfield, Mass.; ribs fracured, nose broken and flesh wounds, B. B. Lyons, New York City; unburt. Henry A. White, Wethersfield, Ct.; in-

ured on head, arms, back and legs, but not seriously. T. A. Ormsbee, Boston, Mass.; injured

R. S. McGee; Cleveland; unhurt, George A. White, Portland, Me.; slight Miss Marian Shepard, Ripen, Wis.; un-

Mrs. Annie Graham, New York City; slightly injured. Alexander Hitchcock, Port Clinton, O.:

severe injuries on head and shoulders. C. H. Tyler, St. Louis; hand broke and slight injuries on head and side, John J. White, Boston, Mass.; left leg

Mr. and Mrs. Swift, North Adams, Mast. : both slightly bruised, R. Austin, Chicago; badly bruised but no bones broken.

Mrs. Wm. H. Bradley, Chicago; slightly bruised. Her baby was crushed to death, and her nurse (name not given) perished in

Mrs. G. E. Palmer of Binghamton, N.Y. J. D. Pickering, Chicago. Ill. Lucy C. Thomas, 4193 Division St., Buf

L. W. Hart, Warren, or Akron, O. A male body, with envelope from Nation Paper Co., Holyoke, Mass., addressed to Wellington, O.

rington's body was taken from wreck Sunday morning, badly mutilated but slightly

THE LOST AND DEAD SO PAR AS EXOWN. George W. Kepler-Erie Store-Ashta-

A. H. Stockwell, Ashtabula. Charles Rossiter-aged 6-Chicago. Harry Wagner, Syracuse, N. Y. J. O. Hart, West Farmington, O. Miss Mary Birchard-relative of Gov Hayes-Battleboro', Vt. Lewis E. Reynolds. H. J. Clark, Cleveland, O. Boyd L. Russell, Auburn, N. Y.

Wm. W. Thomas, Cleveland, O. Charles Brenner and family, S. Bethle-

Mrs. W. L. Moore, Hammondsville, N.

James Dar-porter of sleeper. Mr. Aldrich, Des Moines, Ia. Lewis J. Barney, Buffalo. Mrs. W. H. Bradley's child and nurse,

Mr. and Mrs. P. P. Bliss, Chicago. C. Brunner, Gratiot, Mich. Mrs. C. Brunner and two children. David Chittenden, Cleveland. L. C. Crane, New Haven, Ct. M. P. Coggswell, Chicago. Mrs. E. Cook, Wellington, O. Wm. Clemens, Bellevue, O. Mrs. Emma Coffin, Oakland, Cal. James Doyle, New York, Clarence Gage, Charleston, Ill. Alfred Gillette, Cranberry Island, Mo. Mrs. George, Cleveland. Miss George, Cleveland. L. W. Hart, Akron, O. H. L. Hall, Chicago, Mrs. P. L. Hall, Chicago. F. A. Hodgkins, Bangor, Me. Charles Kane, Pittsburgh.

Lawrence Lonergan, Cleveland. Maggie L. Lewis, St. Louis, Mo. Philip McNeill, Cleveland, Miss Minnie Mixer, Buffalo, Mrs. J. D. Marston, mother and child. Thiongo.

Annie Kitterville, Belott, Wis.

Sarah S. Mann. Cleveland Isaac Meyer, Cleveland. Birdie Meyer, Cleveland, Richard Osborne, Tecumsel; Mich. Mr. and Mrs. J. D. Peck. Peoria, Ill .-

Mrs. G. E. Palmer, Binghampton, N. Y. George A. Purrington, Buffalo. John D. Pickering, Chicago. Daniel A. Rogers, Chloago, G. B. Stow, Geneva, O. F. Shattuck; Cleveland, Mt. Vernon & Delaware Railroad.

R. Stindel, doubtful. Mr. Trueworthy and daughter, Oakland, Mrs. Lucy C. Thomas, Chicago,

Charles Vogel, Albany. S. D. Waite, Toledo, James Webb, Philadelphia, porter drawng-room car. Rev. A. H. Washburn, Cleveland.

Prof. H. J. Rogers, returning to Springfield, O., with his bride, and, as appears from inquiry of friends, took the ill-fated train at Buffalo, and friends came to Ash-

Mrs. Mary Frame, of Rochester, N. Y., died at the American House, on the even-

The Company seem disposed to push the searches for the remains of the lost, and for any property they may have had about hem, with the utmost vigor. Probably all the bodies have been taken out excepting perhaps any that may have been caught under the engine and tender. The whole number thus far recovered is, near as we can make it, 40.

Most of the officers of the company have been present to direct with their counsel and advice, the work about the ruins. Mr. Payne, Gen. Supt., Mr. Couch, Division Supt., Mr. Henry Stager, Train Dispatcher at Cleveland, and Mr. Foster, Asst. Paymaster, were all busy. The searches as the wreck are conducted by Mr. Stager.

The story that an order had come from the Company forbidding the use of water upon the burning wreek, and which has caused some strong feeling among our citizens, is disclaimed by Mr. Payne. He is, as we learn, at a loss to know how such a report had got into circulation. Over this matter there has been no little wonderment, as besides the engines of the corporation, that were present, the engineer at the engine house on the flat, personally informed us that he had the means of supplying any amount of water for putting out the fire, which he saw from the beginning. The only means, however, of reaching it was with the use of the hose. This point will no doubt be made clear in the ourse of the proceedings of the inquest, as the officers of the company, we are cred-

the investigation made as clear, thorough and satisfactory as possible, Mayor Hepburn having been charged

ASHTABULA, Jan. 1st, 1877. ders of any kind, either directly or indirectly, from H. P. Hepburn, Mayor of Ashtabula, at the burning of the wreck of train No. 5, or Pacific Express, which was prepitated with the iron bridge into Ashtaila river on the evening of the 29th of December, 1876; nor did I hold any conversation with him of any kind that evening; nor have I any knowledge of his giv-ing any orders to any foreman of the different fire companies that assesses rent fire companies that evening.

G. A. KNAPP, Chief Engineer of Fire Dep't, The card from Chief Engineer Knapp, entirely clears Mayor Hepburn of giving any direction for withholding water from the burning wreck. Would it not be gratifying to the public, to know from the Mayor and Chief, their reasons for not

using the facilities at hand for quenching The Jury of Inquest was made up of the ollowing gentlemen: E. W. Richards Acting Coroner: H. L. Morrison, T. D. Faulkner, E. G. Pierce, H. H. Perry, Geo. W. Dickinson, F. A. Pettibons, Theo. Hall, Counsel for the people.

Notwithstanding the time that has elaps- and exhausted by exposure in the water on the train. We had 3 porters I believe nishing such restoratives and delicacies as are usually called for in sickness and suffering.

The cause of the calamity is an open question. The bridge was built some elever an iron trestle—by the company—Mr. Amass Stone being particularly in the borrors of the fearful calesmity. Many pense had been spared to make it so, and been spared t

All live stock and perishable property sound east will be forwarded immediately from Ashtabula via. Franklin Division, L. S. & M. S. Ry., to Jamestown, Pa., from there on Krie & Pittsburgh to Girard, Pa., and making provision for the wounded and

to L. S. & M. S.; other freight will fo'low. Considering the terrible plunge-the enormous amount of material thrown together in the confined localty-the flerce-Body of man from Bellevue, name not ess of the storm and severe cold-the depth of the gorge and precipitous banksthe depth of snow-the water that surrounded the wreck and the natural recoil from the pain and danger of going into it to render assistance, and he closing up of calamity by fire-this occurence has scarcely been surpassed in horror by anything preceding it.

> Our list of the lost gives 65, while the number of bodies, more or less burned, is, we believe, about 40. Our list cannot be assumed to be accurate, but approximately The discrepancy, then, between the numbers of the lest and the bodies found, is sufficient to raise the thought that there are some yet held by the engine-not yet disturbed-or that some may have been carried down the stream, which is rapid enough to have effected this, though the bodies had sunken. It is not probable that many could have been caught under the engine and tender, as these evidently went down first, and the cars, as they successively passed the east abutment, were piled up in that portion of the chasm. If this discrepancy cannot be accounted for in in that car at the time two ladies, one gen either of these ways, we are left to the con-

wholly consumed, and, therefore, never to

This-Wednesday-is the first day that has not witnessed more or less of a crowd. at work upon the new bridge. A large force of hands were at work in preparing and raising the timbers for this wood structure. A considerable portion of the debris on the north side had not yet been disturbed, and the engine remained where it fell. The timbers for most of the bridge, together with the rods and other irons, ready for use, are upon the ground, and the work is going on with energy and a promise of early completion. In the meantime passengers and baggage are transferred from one side of the gap to the other in sleighs-traveling some mile and a half.

The opinion has been asserted by some of the passengers, as well as the news agent, that a car had jumped the track, and was dragging along on the ties at the time of the disaster, and this is brought into account in some measure for the givng way of the bridge. Whether that may have had anything to do with producing the result, the testimony comes from several witnesses that seem to be worthy of credit, that it was, at least, one of the attendant incidents of this awful event.

Reports are out that Mayor Hepburn or dered the Chief Engineer of the Fire Department not to throw water on the burning wreck. Such are not the facts. The Mayor left the whole charge of the Fire I have not been at the wreck since the Department under the control of Chief Engineer Knapp, and he, the Mayor, devoted all his time in helping the wounded and finding places for them, and has been to cross the bridge a little faster than to work ever since, night and day, taking usual, on account of the snow, in order to

The conductor of the Chicago Express, No. 8 whose name we were unable to learn, took the last passenger train over train at Buffalo, and friends came to Ash- learn, took the last passenger train over was a written report; and I returned it to tabula in search, but could find no traces the bridge previous to the accident; he the Conductor Saturday morning. With was also conductor on the last train over the bridge at Angola, previous to that dis-

A clerk in the postal service on this diision-Stiles by name-stepped into the freight house where the remains are deposited, without being aware that he had a relative on the train, and found and recognized the body of a brother-in-law.

A single arm was found among the debris, on a finger of which was a fine ring, which it was supposed might lead to iden-

The remains of Geo. Kepler have not been recognized. But besides the telegram of his intention to take the fatal train, a quantity of of spool thread, purchased in when I went through. It took four en-Erie after his goods had been packed, and placed in his pocket, was found among the debris, partially burned and recognized. W. C. Haskell, having Men at the East and intending to take this train, only miss-

ed it by finding the person be wished to see, absent from home. Mrs. Geo. B. Raser, visiting at Erie, intended to take this train on her return, and such was the understanding that her husband expected to meet her upon its arrival. Friends also urged her to wait for it, buf

she determined in the face of all to take an earlier one, anticipating her expected arrival and escaping the accident. J. H. Smith, wife and child, took this train for their home in Kingsville, from Elmira, but determined to stop off at Girard. Kingsville friends, came on Satur-

day expecting that the bodies, perhaps, of car on this train never runs farther than the little family were among the injured or Cleveland. The next two sleepers were The stories about Miss Jon Perew, of this place, being on board the train and escap-

have everything probed to the bottom, and ing with slight injuries, have no founda-The names of Mr. Geo. W. Waite and lady of Ashtabula, given in the Cleveland arrived safely in Cleveland it would have

A gentleman by the name of Sturges, of sengers, simply by counting them in each St. Paul was in the last sleeper, and got coach separately, with the names of those This is to certify that I received no orers of any kind, either directly or indirectnot only released himself but helped out some two or three others. One of these that there were on the train Mr. Reed, was a large man with a broken leg, whom it Superintendent of Bridges of the road, was difficult to draw through the window, and Mr. Tilden, Superintendent of Water even with the help of another person. Mr.

Sturges was mistaken for another person named Carter. In wounded that were taken to core land, are reported as doing well, and serential have already left their quarters for taken up tickets he keeps record of all their respective destinations.

The supposed remains of Rev. Dr. Washourn, prove not to be those of that gentleman. His clothing, and especially his under-clothing, settles the question in the minds of the friends of the deceased. No bodies were found on Tuesday but

-were fished up, but afforded no clue to the persons they were a former part of. The last living thing taken from the burning wreck was a small bull terrier dog. He was tied in the express car, and his moans so resembled those of a human Mr. C. W. Shepard, of Brooklyn, who is being that with a spike hammer a hole enjoying the hospitalities of the house of was broken through the metal roof of the

American and United States Express were for the far west, even to California. Happy Indusace of a Great specefic, Co.'s safes removed on Saturday all right. They were spread and dried as well as could be, and forwarded. A Kingsville writer speaks in high terms

of admiration of the humanity and energy of Miss Sophie Parrington in looking after suffering, and jocosely remarks that had she been at the head of the fire department water would have been used for patting out the fires of the burning wreck. THE CORONER'S INQUEST.

Sunday, December 31, 1876, 2 P. M. A. L. Stone duly sworn, and testifies as follows: I reside at Ripley, New York. Am a brakeman in the employ of the L. S. & M S. Railroad Company. Have been in a M So reaircad Company. Have been in this employ about three years next Febru-ary. I was on train No. 5, bound west to Cleveland, tast Friday. That train left Erie with 11 cars and 2 engines:—4 express and baggage cars, 2 coaches, I smoker, I drawing room and 3 sleepers, arranged in the order as above given beginning at the front end of the train. The employees on that train, so far as I can give, were: 1st angineer Dan. McGuire, of Cleveland engineer of the next engine, Folsom, of Cleveland; Philip McNeill, baggageman, of Cleveland; Conductor Bernhart Heun, of Buffalo; Wm. Vosburgh, of Buffalo, forward brakeman; myself, A. L. Stone, rear brakeman. The train left Erie at omewhere about 6 P. M., though I cannot tell the exact time. I think there were on the train about 160 passengers, besides the children, when we left Erre, and not counting the railroad employees. I know the name of the porter of the drawing-room cur, Charles Kane, I think of Cleveland. When the train approached the his children with their companies came to Ashtabula bridge I was in the state-room

of the rear sleeping car, the Ossso, which tleman, and the porter. The porter I do clusion that a number of the victims were not know. One of the ladies was Mrs. Lew: I have forgotten the name of the other. I do not know anything about the number of passengers who got on or off the train this side of Erie. The first notice that I had of the accident, or of any has not witnessed more or less of a crowd of interested spectators at the west, abut we were off the track, oy the jar I received, ment of the bridge. We could to take a look at what was going an about 2 p. m., and found comparatively few about the countries are of the road, for I had eat looking out of the road, for I had eat looking out of premises, except those who were earnestly the window not more than two minutes before. When we stopped falling, my first impulse was to protect the rear end of the train, and I got out through a window on

the left-nand side of the car the south

side, which was the upper side as the car

lay, the car having partly careened on its side. When I got out of the car I went

into the creek clear up to my waist, on a piece of ice, which held me up. I cannot

time, except that it was a ma-s of broken I discovered fire almost imme diately not more than two minutes afterward-in the Osseo, and somewhere near the engine. I then went immediately to the depot and reported a wreck, both ways (to Cleveland and Buffalo,) and then went ack and lent all the assistance I could to the suffering. Three of the parties in the car with me, being all of them who were in the car except the porter, got out. I know this because I have seen and talked with them since the accident. I cannot describe the position or condition of the cars any further, because I was much excited and in a hurry. I came up the stairs on the west side of the creek. I know the names of the saved whom I have seen since the aecident, as follows: Mr. Foster Swift and wife, who were going to Chicago for residence, and who came from some

place in Massachusetts; Wm. Vosburgh, my partner as brakeman; F. Osborn, of Tecumseh, Michigan. There are two oth ers saved at the Culver House, but I can not remember their names. I was not acquainted with any passenger on the train, before the wreck, so far as I know. night of the disaster. I think the train was running at the rate of about 12 miles an hour at the time of the secident. It get through. I was on the rear car all the way from Buffalo. The only means I had the train was by having the Conductor's report in my pocket, which I got from the Conductor at about 10 Friday night. It

the exception of the smoking oar, all the cars were heated by the patent Baker steam heaters. I do not know whether there were stoves in the coaches or not There were two stoves in the smoking car. wood stoves. The ordinary coach will seat about 70 passengers. Hard coal was used in the cars, in the Baker heaters. At Erie I went through the train and lit up the coaches. At this time the passengers were apparently all in their places, as were about ready to start. I have no idea

as to the number of children on the train. When I passed through the cars, in lighting them up, I did not notice about the number of passengers in the smoking our, which was not well filled. The coaches were as start us out from Erie depot. The two engines ahead kept on all the time, but the two behind went only through the yard. We never draw any empty conches west at this season, unless specially or-

dered. We always run as small trains as

possible in such weather. I think we could have got along that night with one

less coach, without crowding the passen-

the rear, where the heater was. The train was lit by sperm candles throughout. supposed there was a train following us, and my whole thoughts were to protect There was a regular train due behind us, and we were on the time of that train, but behind its regular time. In the day destined for Chicago, and the third for Louisville, Ky. In the Wo Chicago sleepers there were about 30 passengers in both. I have forgotten the exact num The Conductor's report will not show the correct number of passengers on the train

Mayor Hepburn having been charged say or Asmandum, great street is to take the greatest number of passenburning wreck, Chief Engineer Knapp not correct,

Leader as among the seriously injured is is to take the greatest number of passengers at any one time on the port would show the number of way passengers.

the list of passengers, as I believe. The report which the Conductor took of this train was taken on leaving Buffalo. I used, when I counted a train, to count all paying fares. Counting the tickets will give the correct number of passengers. The ti-kets are counted after arriving at each end of the run. My watch was loos cannot tell how long it was after the fire broke out before all the cries of the sufferers were stilled. When I got back from the depot to the scene of the socident the fire had progressed so fast that

ome limbs—two hands of different persons there was no chance to get into the cars Bernhart Henn duly sworn, and testifies as follows: I reside in Buffalo, and have been in the employ of the Lake Shore Company about 16 years. Have been passenger conductor for 5 years or more. I was running the train on which the accident happened. We left Erie one minute after 5 P. M. When we left Buffamr. M. H. Haskell, was so badly injured in the leg as to require amputation, which was done by Dr. Hubbard. He is said to be quite comfortable. Mr. S. is a large and removed to the engine mouse. To acbe quite comfortable. Mr. S. is a large and removed to the engine mouse. To ac-madufacturer. and removed to the engine mouse. To ac-complish this, Mr. G., wet to the middle,

PHOTOGRAPHERS

Happy Indusance of a Great specefic.

For the preservation or recovery of health and strength, the diet should be wholesome and nutritious. When it happens that the alimentary processes are disturbed by improper or halfmantleated food, the best remedy for the evil results of abusing the directive organs is Hostetter's Stomach Bitters, a most agreeable, prompt and centle remedy dyspepsia, and for the bilious and evacuative irregularities which result from it. The fiver and bowels, in common with the stomach, experience its beneficient influences. The results of the system is carried off through its matural outlet, a healthy flow and secretition of the bile is promoted, and a powerful impetua is given to assimilation in consequence of its use. It healthfully stimulates the bladder and kidneys when they are inactive, and by its tonic and regulating action fortifies the system against malaria.

Just as 1876, is receding from our view and e new year is appearing, we are called up to chronicle the death of John Wood ORTH, who died at his residence in Orwell Dec. 27th, in his 74th year. He was born in to Ohio with his father-Rev. Joshus Wood worth, a Baptist minister-in the year 181 Lyme, he purchased a wild tract of land in Orwell, and moved onto it in 1833, where he is resided until the day of his death. His widow still survives him at the advanced ago amily of nine children to men and wome grown, eight of whom are living. About a ear ago the deceased fell and received severe juries, from which he gradually failed un I quick consumption terminated his earth itizen and a kind and obliging neighoor Uncle John," as he was familiarly called quaintances. In November last, seven of the old homestead to have one more family re-union on this side the river. He was conscious to the last. When told that he was dying, he remarked-looking at

his hands-I do not see the blood settling un r my nalls. After bidding his family and friends an affectionate farewell he peacefully fell asleep. His remains were taken to New Lyme fo terment. The funeral services were held at the F. W. Baptist Church. Rev. G. G. Wa ters of Orwell delivered an excellen discours Sincere thanks are tendered to neighbor

sickness and burial of the deceased. A merchant down town sells more of Dr. bull's Cough Syrup than all other medicines ogether. It surely must be the best remedy of a cough.

NEW ADVERTISEMENTS.

nd friends for their kindness during the last

Administrator's Sale. The State of Ohio, shtabula County, ss. In the Probate Court Administrator of the

estate of amuel D. Kingsbury decease...
Yh.
His Helrs and
William R. Stewart,
et. al.

D. W. HASKELL'S STORE, corpursuance of an order of said N pursuance of an order of said our band in the above cause. I will sell at public vendee, on the 3d day of February 577, the following described lands, to wit. Situated in the township of Kingsville in said County—Being the Mill property and owned and occupied by the said Samuel D. at the time of his decease. Containing about forty-five acres of land to wit, nine acres and one hundred and twelve rods formerly deeded by one Noyes to Luce & Eastman, and about thirty-five acres in the extreme bend of the farm deeded by Simon Perkins to said Luce & Eastman. The sale to be made on the premises on the dowing terms, to wit, one-third in hand ne-third in one year, one-third in two year ured on the premises.
MUNSON J. KINGSBURY.

tt1409 Administrator Dtated January 5th, 1877, Notice.

THE Co-Partnership of Beach & Brettell. in the carriage making at Rock Creek, is this day dissolved by mutual consent. M. Brettell takes the business under his own management, M. BERTTEL, A. W. BEACH, Rock Creek, December 23, 1876, 311408

Teachers' Examination. PHERE will be a Teachers' Ex-Clerk of Board of Ex'rs.

HOUSES TO RENT! Inquire of

Ashtabula, Dec. 28, 1878. J. B. CROSBY. Something Every Poultry Raiser lowdey & Co's infallible cure and p

Gowdey & Co's infallible cure and production of cholera in poultry, and gapes in young chickens. Try a bottle, price 75 cents. Sent to any address. Liberal discount to the trade. Agents wanted. Depot 1268 Filbert street. in Cash. Persons having any number of Hides, Deacon-skins, Peltries and Fars, Tal-low, or Glue Sersps, may communical such this firm and they will be waited upon for the same and purchase effected without trouble to them. Groceries & Provisions.

LOOK IN

and see the improvement that W. REDHEAD has made in his old store. Having built over and added on to his old store, and replenished his New Goods of Every Descrip- Stoves, Shelf Hardware,

usually found in a First Class Grocery Store. He invites his old friends and castomers, and the public in general, to call and examine his goods and compare quality and prices before purchasing elsewhere.
His Goods are new and fresh, and will be sold for Cash as low as a like quality of goods can b sold by any house in town. He has a full line of

Sugars, Teas, Coffees, Spices, also a full assortment of Fruits, Nuts and Confectionery, together with the Choicest Brands of

TOBACCO AND CIGARS CANNED GOODS A SPECIALTY ! Cove Oysters, Lobsters and Sardines, Peaches, Toma-

toes, Green Corn. Lima Beans, &c. A full supply of FRESH GARDEN SAUCE, PLANTS & VEGETABLES. Fall and Winter Goods RECEIVED PROM THE GARDENS EVERY

Also Agent for the celebated Buffalo Cream Ales & Porter. from the old Moffatt Brewery) which he keeps or and by the barrel, half barrel, and quarter, and on draft to suit customers, not to ue drank on the Retail dealers will find it to their advantage : buy of him, and save drayage.

188711 W. REDHEAD

A RARE CHANCE TO PURCHASE A Machine Shop Foundry and all Tools, Stock, &c., connected with the same. Also my HOUSE & LOT, containing one-half sere of land. Will sell cheap for eash or good paper. All in good order. Apply at the shop, or address

THE HERALD!

Prospectus for 1877

of the

of the

Oldest and Best Paper in

Northern Ohio.

A saled on the Jelerson road, three miles from Johlabula and the L.S. & M.S. Enlites and alout equi-distant between the A. J. & F. and A. E. & P. roads, in good condition as to soil fence, water, woodland, and orchard, for sale on favorable terms. Inquire of Ashta rula. Oct. 12, 1876. If JAMES REED. Northern Ohio. The HERALD was established in 1819, and as sustained an envisble reputation for fair-ess, and reliable news since its commence-

IT IS REPUBLICAN, ut belongs to no Rings or Secret Organiza tions, but will be outspoken on all matter, with which a newspaper has to deal. GREAT INTEREST attaches to the events of the coming year, and the HERALD, with is facilities and opportunities.

The Fullest and Latest News

to be found in any Cleveland paper. SUBSCRIPTIONS.

BLAKESLEE & MOORE

Wehave the Best Light on the Lake Shore

We Do the Best Work.

AF CALL AND SEE FOR YOURSELF. TO

Good Pictures

Photographing the Babies.

We never miss them; bring them wheneve the weather will permit taking them out.

Nearly Opposite Farmers' Nat. Bank,

ASETABULA. - O.

HARNESS, &c

PAUL C. FORD,

SADDLES, RIBING BRIDLES, WHIPS,

BLANKETS, &c.

TRUNKS:

He has just laid in a large supply of large and medium sized Traveling Trunks. They are of various qualities and values, and afforded at favorable prices. The sesortment is altogether the largest of any in the region. The traveling public are invited to look over this stock, as they can hardly fall to find something totheir mind.

P. C. FORD.

Asatabula, Sept. 22, 1872

For Rent.

at" the Grocery House of

A. H. & E. W. SAVACE.

ANY OTHER HOUSE

ASHTABULA.

Hides & Peltries.

heaviest dealers in this section of tate, in Hides, Peltries, &c., of every de-ton, together with Tallow, and pay the

THE Subscribers are among the

Highest Market Prices,

Rock Creek, Oct. 27th, 1876. A. C. WILCOX.

HARDWARE!

CROSBY & WETHERWAX

PAINTS, OILS AND BRUSHES.

Tinware.

HUMPHREY& BALDWIN'S

New Grocery Store

LIME KILN.

L. S. & M. S. DEPOT,

is the place to buy

CHEAP GROCERIES

NEW GOODS

JUST RECEIVED.

I am now receiving a large and well

Which I am willing to place by the side of any other establishment and com-pare quality and prices.

I have a large assortment of

LADIES' DRESS GOODS.

tions, Good line of Grocep'.es, Crockery & Glassware Large stock of Brots and Shoes. Also the

Celebrated Waterford Book.

Hragaville, Oct. 19th, 1876. A. B. LUCE.

FARM of 97 acres, eligibly lo

Charles E Swift.

rugs & Medicines

ASSTABULA, O.

Farm for Sale!

rhich onn't re beat.

Job work done to order.

Scotch and American Granite

UDY & BEER,

MARBLE MONUMENTS LOOK HERE!

TOMB-STONES, We have the Best Photographic Gallery on the Western Reserve.

Mantels & Grates. They will also fill all orders for Marble, Office on Center street, near the corner of

We have the best Instruments to be procured 42 Work done in the Best Manner. 60 RUSSELL & SON. Manufacturers and Dealers in DRAIN TILE BRICK

ASHTABULA, OHIO

PRICE LIST FOR TILE. 1,000 with Collars. ## We have a special rate on freight to most all localities. All orders over \$50 a lib-eral discount. Sml462

Lots of Lots for Sale!

12 1-4 Acres Near L. S. & M. S. Round Rouse, to 15 will

HOUSE & LOT Corner of Bast Street and Bank Alley. And other desirable property in the Village and at the Harbor Apply to SDWARD R. FFTCH AS on hand a good assortment of Harsess of various kinds, Heavy and Light, Sin-gle and Double, of the best workmanship and ma-terial. He is prepared to fill all orders for work of any description in his line.

VULCAN IRON WORKS

PORTABLE, STATIONARY & MARINE

SHAFTING, PULLEYS, HANGERS, &c.

Also, HOUSE & LOT on Humphrey street, at \$5.00 per month. Cas Pipe & Fittings Also, HOUSE & LOT on Lake street, with assurage for (3) three head of Stock, at \$4.0 on hand and got to order. 2 Also Ashtabula, Nov. 14th, 1876. HASKELL. BRASS & MALLEABLE IRON STRAM FIT-CHOICE FAMILY

Engine, Boller and Mill Gearing, and Castings of Every Description Groceries & Provisions

> We would call attention to our New Style of FARM ENGINE and BOILER for Threshing and Wood-Sawing, and for general farm work etc. We also manufacture

UPRIGHT & CIRCULAR SAW MILLS to order, Also, Cider Mills, Cheese and Screws on hand and made to ord at all and Iron Castings made to Riddell's Store. Those wishing anything ir veil to call any see us before which down to suit the hard

Office and works corn Webb & Son's, L. B. Mc med Lolsters at Riddell's Store J. M. Wornamental cakes on hand ier, for parties, weddings,

Has opened a new andk's Bakery. st Corn at Riddell's Store. Foreign & Dopur entire stock of Clothing. Gents Furnishing Goods, CASIMERES Are next-sixty days.

HIRTS, COLLARS, TIES Corn at Riddell's Store. SUSPEND For Head and everything usually kept in a first class M-chant Tailoring Establishment. On Main Street next door to Newberry's drag store

PRICES BELOW COMPETITION. NEW



The old "Phonix Block," Where they are prepared, with the best of work-ANY KIND OF WORK,

for the supply of the Home Market, such as CARRIAGES, BUGGIES, AND SPRING Which will be built upon honor, of the BEST MATERIAL, in both Metal and Wood, of the best Having cast their lot smong this people, they tope for a recognition and share of patronage, PAINTING & TRIMMING

com Country Shops solicited.

Ashtabula, December 11th,1

Startling but True!

SOMETHING NEW

THORPE & PPAFF

FREE

Holiday Stock of New Goods

EAS Y CHAIRS, CAMP CHAIRS,

WAY.

OTTOMANS. HAT RACK

Prices that Defy Competition. Remember the t these quods are a specialty for